

Program Management Team Quarterly Progress Report

To

CAHSRA Board Operations Committee

July 2011



Environmental Milestone Schedule

	Assigned Weight	5%		15%		5%		12%		13%	33%	5%		10%	2%	100%	
		Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary Report AA	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	Checkpoint A Concurrence	Draft Technical Reports	Checkpoint B Concurrence	Admin Draft EIR/EIS Submitted to FRA	15% Design	Draft EIR/EIS to Public Review	Checkpoint C Concurrence	Final EIR/EIS	NOD/ROD	Percent Complete Toward NOD/ROD	
Section/Activity																	30% Design
San Francisco - San Jose	Plan Actual / PMT plan Feb 11 % Complete	May '09 Mar. 10 A 100%	Apr. 8, 2010 Apr. 8, 10 A 100%	Apr-10 Apr. '10 A 100%	Jul-10 Aug. 5, '10 A 100%	Jul-10 Aug. '10 A 100%	Sep-11 Sep-11 72%	Sep-10 Nov-12 72%	Feb-12 Feb-12 51%	Sep-10 Feb-13 51%	Oct-10 Jul-12 78%	Oct-10 Apr-13 0%	Aug-13 Aug-13 72%	Jul-11 Dec-13 0%	Sep-11 Feb-14 0%		Sep-11 Jan-15 0%
San Jose - Merced	Plan Actual / PMT plan Feb 11 % Complete	Oct. '09 Mar. '10 A 100%	May. 6, 2010 Jun. 3, 2010 100%	May '10 June '10 A 100%	Aug. 5, 2010 Jun. 11. A 100%	Aug-10 Jun 11. A 100%	Sep-11 Sep-11 85%	Apr-11 Oct-11 85%	Jan-12 Jan-12 55%	Apr-11 Jan-12 55%	Dec-10 Jun-11 88%	Jul-11 Apr-12 0%	Jul-12 Jul-12 0%	Feb-12 Nov-12 0%	Apr-12 Jan-13 0%		Mar-12 Jul-13 0%
Merced - Fresno	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. 10 A 100%	Apr. 8, 2010 Apr. 8, 2010 100%	Apr. '10 Apr. '10 A 100%	Jun. 3, 2010 Aug. 5, '10 A 100%	Jun-10 Aug. '10 A 100%	Feb. 3 '11 A Sept '10 A 100%	Aug-10 Sept '10 A 100%	Jun-11 Jun-11 100%	Aug-10 May 6, 11 A 100%	Sep-10 Jun-11 90%	Nov-10 Jul-11 90%	Oct-11 Oct-11 30%	Jun-11 Jan-12 0%	Aug-11 Feb-12 0%		Aug-11 Feb-12 (3) 0%
Fresno - Bakersfield	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. 10 A 100%	Dec. 3, 2009 Jun. 3, 2010 100%	Mar. '10 June '10 A 100%	Jun. 3, 2010 Sept. 10 A 100%	Jun-10 Sept. '10 A 100%	Feb. 3 '11 A Sept. '10 A 100%	Sep-10 Jun-11 88%	Jun-11 Jun-11 100%	Sep-10 May 13, 11 A 100%	Aug-10 Jun-11 92%	Jan-11 Jul-11 90%	Oct-11 Oct-11 0%	Jun-11 Jan-12 0%	Aug-11 Feb-12 0%		Aug-11 Oct-11 (3) 2%
Bakersfield - Palmdale	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. '10 A 100%	Aug. 5, 2010 Sep '10 A 100%	Aug. '10 Aug. '10 A 100%	Oct. 7, 2010 Sept '10 A 100%	Nov-10 Aug-11 (4) 50%	Jul-11 Jul-11 15%	Sep-11 Dec-11 15%	Nov-11 Nov-11 0%	Sep-11 Mar-12 0%	Nov-11 Apr-12 35%	Dec-11 Sep-12 0%	Jan-13 Jan-13 0%	Jun-12 May-13 0%	Sep-12 Jun-13 0%		Sep-12 Jan-14 0%
Palmdale - Los Angeles	Plan Actual / PMT plan Feb 11 % Complete	June '09 Mar. 10 A 100%	May. 6, 2010 Jul. 8 '10 A 100%	May '10 Jul. '10 A 100%	Aug. 5, 2010 Aug-11 (4) 0%	Aug-10 Aug-11 (4) 0%	Dec-11 Dec-11 65%	Oct-10 Nov-11 65%	Mar-12 Mar-12 74%	Oct-10 Jan-12 90%	Oct-10 Oct-11 90%	Jan-11 May-12 0%	Sep-12 Sep-12 0%	Aug-11 Jan-13 0%	Oct-11 Mar-13 0%		Jun-12 Sep-13 0%
Los Angeles - Anaheim	Plan Actual / PMT plan Feb 11 % Complete	Aug. '09 Mar. 10 A 100%	Not Applicable Apr. 24, 09 A 100%	Apr. 24, 2009 Apr. 24, 09 A 100%	Jun. 3, 2010 Jul. 8, '10 A 100%	Jun-10 July '10 A 100%	Sep-11 Sep-11 85%	Sep-10 Jul-12 85%	Jan-12 Jan-12 90%	Sep-10 Sep-12 90%	Aug-10 Jun-12 92%	Jan-11 Nov-12 0%	Mar-13 Mar-13 0%	Jul-11 Jul-13 0%	Sep-11 Sep-13 0%		Aug-11 May-14 0%
Los Angeles - San Diego	Plan Actual / PMT plan Feb 11 % Complete	June '10 June '10 A 100%	Jul'10 Mar 3. 11 A 100%	Jul. '10 March.11 A 100%	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD		TBD TBD 0%
Merced - Sacramento	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Apr. '10 A 100%	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD		TBD TBD 0%
Altamont Corridor	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Mar. 10 A 100%	Nov. 4, 2010 Feb 3. 11 A 100%	Dec. '10 Feb. 11 A 100%	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD	TBD TBD TBD		TBD TBD 0%

Blue text = Actual dates / Red text indicates a date change from last month's MPR

Notes:

1. "PMT Plan Feb 11 dates" reflect target dates agreed between the Authority and PMT based on working agreements with environmental review and approval agencies
2. % Progress is updated from the Regional Consultants Monthly Progress Reports (MPR's)
3. The 30% Design will be prepared in several packages. The 30% Design dates shown above reflect completion for the first contract packages.
4. The Supplemental AA report was completed in March 2011; however the Grapevine Alternative is being analyzed and may affect the Bakersfield-Palmdale and Palmdale-LA Supplemental Alternative Analysis (AA)

The Phase 2 Sections will be rescheduled over the next few months to reflect FY 11/12 funding levels

Prepared for the May 2011 MPR

Executive Summary of PMT Activities

The following paragraphs identify the recent Key Accomplishments and Key Issues for the program. More specific and detailed information about these items in each section is included in the PMT and respective Regional Consultant Monthly Progress Reports.

Accomplishments

- ◆ **Federal Reporting:** The Authority commenced Quarterly Progress Reporting to the Federal Railroad Association (FRA), complying with Federal Grant requirements.
- ◆ **Business Plan:** Development of the draft Business Plan was commenced to meet the Program's October 2011 deadline. Jeff Morales and other resources have been added to the team to ensure delivery of a quality product.
- ◆ **Right of Way (ROW):** Following the Authority's hiring of a Director, Real Properties, the PMT contracted with Paragon Partners for the provision of property acquisition services, including formalization of processes and procedures to assist the Authority.
- ◆ **Industry Forum:** An industry forum was organized and conducted in Los Angeles on April 12, with 920 firms registered and over 1600 registered attendees. Twenty-two (22) potential prime firms provided contact information to the small business owners in attendance, for future business opportunities. In addition, the Department of General Services (DGS) provided opportunities for small business certification at the forum. The registration process captured the basic information to establish an initial small business database for construction contract opportunities that will be integrated with the existing CHSR database.
- ◆ **Memorandum of Understanding (MOU):** MOUs with BNSF and UPRR were signed on May 10.
- ◆ **FY 11/12 Annual Work Program (AWP):** The PMT coordinated with all Regional Consultants (RCs) on the submittal of FY 11/12 Annual Work Programs (AWP), version 3 and awaits conclusion of negotiations between the Authority and RCs. Additionally, the PMT FY 11/12 AWP version 3 was submitted on May 9.
- ◆ **FRA Tour:** The PMT provided a site tour to FRA Passenger Safety officials of the Initial Construction Segment (ICS), to familiarize them with the physical features and constraints.
- ◆ **ICS Small Business Compliance Plan:** The PMT entered into a sub-consultant agreement with Padilla & Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the Initial Construction Section (ICS).
- ◆ **Merced to Fresno:** A revised Checkpoint B package was submitted to Environmental Agencies on April 25.
- ◆ **Fresno to Bakersfield:** A revised Checkpoint B package was submitted to Environmental Agencies on April 25.
- ◆ **San Jose to Merced:** The complete Supplemental Alternatives Analysis was presented at the May Board meeting.

- ◆ **Palmdale to LA:** The RC continues to refine various alignments in the Palmdale to Sylmar area, meet with communities and major stakeholders and prepare an in-progress 15% Design Submittal for review. The PMT also met with the two RC teams (Bakersfield to Palmdale and Palmdale to LA) regarding the re-study of the I-5 (Grapevine) alignment, which has commenced.
- ◆ **LA to San Diego:** The RC and PMT continued to meet with section communities to refine the remaining alignments, following the Preliminary AA Report presentation to the Board in March. Public open houses with the local communities were concluded in June.
- ◆ **Agreements**
 - **SCRRA/Metrolink :** A revised reimbursement agreement draft was submitted to Metrolink for its final legal review. This agreement will provide for services by Metrolink, including review and comment on Authority designs. The one remaining issue is Metrolink's request for advance payment, which is not consistent with DGS guidelines.
 - **Orange County Transportation Authority (OCTA):** A draft reimbursement agreement has been presented to OCTA for execution. It is anticipated that the Reimbursement Agreement with OCTA will be signed following OCTA board approval in late June.
 - **Los Angeles County Metropolitan Transportation Authority (LACMTA):** A draft reimbursement agreement has been presented to LACMTA for its review and consideration. This Agreement will provide the same level of service as the proposed Metrolink and OCTA Reimbursement Agreements.
 - **City of Anaheim:** A draft reimbursement agreement has been presented to the City of Anaheim for its review and consideration. This agreement will provide the same level of service as the other proposed reimbursement agreements.
 - **BNSF and UPRR:** Reimbursement agreements are undergoing final review by legal counsels for the respective freight railroads and it is anticipated that both agreements will be ready for execution in July.
- ◆ **Ridership:** The PMT provided detailed documentation of the ridership and revenue model, with sensitivity tests requested by Authority's ridership peer review panel. The work plan is to update air fares and auto travel costs to reflect 2010 conditions, conduct 15,000 additional traveller surveys to identify how much the recession may have changed travel behavior, update forecasts of population and employment, as well as a review of future road and transit network impacts. Surveys and data collection are underway for use in the Business Plan forecast.
- ◆ **Spanish High-Speed Rail Visit:** A delegation of High-Speed Rail representatives from Spain visited the Program on June 3.
- ◆ **Seismic Technology Advisory Panel:** This panel consisting of internationally recognized experts provides peer review of the Program's methodology, approach and output. The panel has recently developed new criteria, which will further facilitate the Program's design.
- ◆ **Office Relocation:** The Authority and PMT successfully transitioned to better equipped office facilities in April.

Key Issues

- ◆ **Railroad and Highway Coordination:** On-going discussions with the BNSF and UPRR are continuing to ensure that the HST preliminary engineering plans account for necessary railroad operational and safety requirements. PMT staff met with BNSF engineering and operations executive staff in Fort Worth, Texas to review the 15% design plans for the San Joaquin Valley.
- ◆ **Merced to Fresno and Fresno to Bakersfield:** Conclusion of agreement with UPRR for construction from San Joaquin River southward through Fresno is urgently requested to facilitate the start of early construction. UPRR has proposed that the Design and Construction agreement used between the UPRR and the State of Illinois be utilized as a template for the agreement. However, the UPRR has indicated that it prefers to finalize the reimbursement agreement before proceeding with the drafting of the Design and Construction agreement.
- ◆ **Rule of Particular Applicability (RPA):** In discussion with FRA staff, it has been confirmed that development of the petition for a Rule of Particular Applicability should proceed in a form of “RPA Guidance Document” until selection of trainset technology is finalized by the Authority. The RPA Guidance document will be endorsed by FRA to support CHSTP’s procurement process and will allow for continued coordination with FRA technical staff until formal rulemaking proceedings. PMT is targeting completion CHSTP’s RPA Guidance Document by June 30, for submission to FRA for review and endorsement via the Authority.
- ◆ **Utilities Management:** A strategy for managing utilities has been developed. Resources are needed from both the Authority and PMT to implement the strategy. Authority resources will be required to develop and execute statewide agreements and MOUs with utility owners/companies and to coordinate utility of associated right of way activities. PMT resources are required for coordination and oversight of the strategy and to support activities related to the High Voltage services and relocations. PMT is close to completion of a draft Master Agreement Listing and has identified the initial set of agreements needed to support the ARRA-funded sections. PMT is assessing agreements for priorities and will start development of draft agreements for review and execution by the Authority to support procurement.
- ◆ **Service Agreements:** Execution of service agreements by the Authority is needed for the Utility Companies to perform the feasibility analysis and interconnection impacts assessments. PG&E Study Plan Agreement was sent to the Authority for execution (\$400K). Additionally, RC requests for HV line relocations have begun and Utility Companies are indicating a need for agreements to support these RC requests. The Authority has provided an additional resource to support processing of agreements and the PMT will assist and track progress. However, there is no firm date for execution of these agreements. Traction power system feasibility cannot be confirmed without Utility Company assessments of CHSTP loads on its network.
- ◆ **Structural and Seismic Design:** Consistent with the recommendation by the PMT Structural and Seismic Design Technical Advisory Panel, the PMT has proposed an approach to develop ground motion data for use by the RCs during the project’s 30% design phase. This approach proposes that a centralized team develop the seismic design spectra using staff from the RC led by the PMT. A request memo was approved by the Authority in March and the effort was initiated. Ground motion may not be completed in FY 10/11 as planned. Work will be prioritized to support ARRA-funded sections.

- ♦ **California Public Utility Commission (CPUC) Proposed Ruling Making;** CPUC requested that the Authority work with affected freight railroads and operating intercity and commuter rail passenger operators, in relation to the proposed Ruling Making for the system wide electrification of the required 25 Kv overhead lines. Formal presentations have been scheduled with Caltrain, Amtrak, LACMTA, SCRRA, OCTA and BNSF in June and July. UPRR has requested that the presentation be made to a group of its executives in Omaha, Nebraska, but the date has not been confirmed.

Accomplishments

- ◆ **Monthly Progress Audits:** The PMO conducted monthly progress audits of the PMT regional consultant management and the PMT engineering and environmental management teams. The PMO also reviewed and approved monthly PMT progress reports and invoice packages.
- ◆ **Engineering Technical Memos:** The PMO has completed a review of 41 Technical Memoranda prepared by the PMT Engineering Management Team. These memos have provided guidance for the preliminary engineering work and will provide the basis for the Design Manual to be used for final design.
- ◆ **FY 11/12 Annual Work Program:** The PMO provided active oversight of the negotiations of the AWP for the Regional Consultants and assisted the Authority with negotiation of the PMT AWP including review of the scope of work and preparation of independent estimates of the required level of effort.
- ◆ **Environmental Mitigation Approach:** The PMO is assisting with development of the approach for determining specific biological and agricultural land mitigation measures for the Central Valley Sections.
- ◆ **Review of 15% Cost Estimate:** The PMO conducted an independent review/validation of the 15% Cost Estimate prepared by the PMT for the Central Valley Sections.
- ◆ **PMT Engineering:** There is still much work to complete in preparation for the design-build procurement. Items of concern include:
 - Seismic Design Criteria
 - Standard Drawings
 - Standard Specifications
 - Design Manual

Key Issues

- ◆ **NEPA/404 Integration Checkpoint B Concurrence:** Efforts to secure formal concurrence from the Corps of Engineers and EPA on the range of alternatives (Checkpoint B) for both Central Valley Sections have been unsuccessful to date. This is a key step in the process of determining the LEDPA (least environmentally damaging practicable alternative). The current strategy is to issue the Draft EIR/EIS for public and agency review while working to resolve outstanding issues and obtain formal concurrence from the agencies with the EPA/Corps prior to submitting Checkpoint C and the Final EIR/EIS.
- ◆ **Project-Specific Environmental Mitigation Measures:** There is a very tight timeline for identifying project-specific environmental mitigation measures, including concurrence of mitigation survey methodologies, the type of mitigation, and mitigation ratios. This applies to both biological and agricultural impacts. The timeline is also very tight for securing Biological Opinions from the U.S. Fish and Wildlife Service and California Department of Fish and Game.

- ♦ **Design-Build Contracting / DGS / PWB Process:** The Authority is currently required to go through the Department of General Services (DGS) and the Public Works Board (PWB) for construction contracting and right-of-way acquisition. Regular DGS procedures are inconsistent with the aggressive schedule for the ARRA-funded activities in the Central Valley.